

Voluntary Commercial Parasailing Vessel Safety Examination Booklet

**U.S. Coast Guard
Marine Safety Office Tampa, FL**



Safety Through Prevention and Partnership

U.S. COAST GUARD MARINE SAFETY OFFICE TAMPA VOLUNTARY COMMERCIAL PARASAILING VESSEL SAFETY EXAMINATION				
Vessel Name:		Number:		
Call Sign:		Other Identifier:		
Hull Color:	Trim Color:		Superstructure Color:	
Vessel Length:	Gross Tonnage:		Maximum POB:	
Year Built:		Horsepower:		
Decal Information: „ Initial Issue „ Renewal „ Re-exam (10-14 months from issue) If renewal date, date last decal issued: _____				
Owner:		Contact Person:		
Owner Address:		Contact Address:		
Owner Phone:		Contact Phone:		
How did requestor hear about program?				
A voluntary safety examination has been completed on this vessel. However, a Voluntary Commercial Parasailing Vessel Safety Decal cannot be issued because of the following deficiencies (Note: Deficiencies are listed by item number with an explanation, and/or any particularly hazardous conditions are identified.) _____ _____ _____ _____ _____ _____ <i>More space available on continuation sheet.</i>				
When these deficiencies are corrected, please call _____ to schedule a re-examination.				
Examiner's Name:		Examiner's Unit:		
Date of This Examination:		Location:		
CONGRATULATIONS! Your vessel has been examined and is in compliance with all recommended parasailing industry safety standards. Voluntary Commercial Parasailing Vessel Safety Decal Number _____ has been issued. The decal is valid for 2 years, if at the end of the first year a re-examination finds no deficiencies. Remove the decal if the vessel is sold. Please retain this form in your company's records.				
Issuing Examiner's Signature:			Date Issued:	
Vessel Representative's Signature:				
<i>Official Use Only</i>				
HOURS	Exam:	Exam Travel:	Outreach:	Outreach Travel:

PARASAIL VESSEL SAFETY EXAMINATION

1	Vessel has valid USCG Vessel Examination Certificate	()Yes ()No
2	Operator has all applicable instruction manuals or data sheets.	()Yes ()No ()N/A
3	Maintenance logs indicate minimum of annual detailed inspection of winch, roller system, towline, yoke & chute.	()Yes ()No ()N/A
4	Maintenance logs indicate when parasail equipment was put into service, repaired or taken out of service.	()Yes ()No ()N/A
5	Operations logs indicate daily inspection of winch, roller system, towline, yoke & chute.	()Yes ()No ()N/A
6	Operations logs indicates that towline has been in service less than 366 days	()Yes ()No ()N/A
7	Operations logs show that the bitter end of the towline has been trimmed by 12" on a weekly basis	()Yes ()No ()N/A
8	Operations logs indicate daily weather entries have been made for mornings & afternoons and indicate the wind speeds have been 20 knts or less, with visibility above 1/2 mile and no lightning within 7 miles when riders are aloft	()Yes ()No ()N/A
9	Operations logs indicate that the vessel has been operated with riders aloft in a designated location, at a distance from shore as indicated in the Parasail guidelines	()Yes ()No ()N/A
10	Operations logs indicate that the towline has been inspected daily for frays, flat spots and other evidence of wear	()Yes ()No ()N/A
11	Operator can show evidence of the chutes being stored properly when not in use	()Yes ()No ()N/A
12	Operator has documentation of personnel training and qualifications of the crew	()Yes ()No ()N/A
13	Documentation identifies names of captains, deckhands and persons qualified to perform annual maintenance	()Yes ()No ()N/A
14	Documentation indicates that the towline is rated for tensile strength of no less than 4800 pounds, is no longer than 1000' or in accordance with local/state requirements (whichever is less) and is marked at 50' and 100' from the winch end of the line. Towline is attached securely to the winch drum by looping around the drum and secured by a knot	()Yes ()No ()N/A
15	Inspection of the vessel's engine compartment indicates that power take-off to hydraulic pump is in good condition, the hydraulic winch drive has hydraulic braking or the mechanical brake is activated by hydraulic pressure, the towline leveler does not have excessive wear, the hose fittings are not corroded and there is no oil leakage in the	()Yes ()No ()N/A
16	A VHF radio is aboard, capable of operating on channel 16 and weather channels	()Yes ()No ()N/A
17	Vessel is equipped with an anchor and adequate rode	()Yes ()No ()N/A

UNITED STATES COAST GUARD
GUIDELINE FOR
THE “SEAL OF SAFETY”
FOR PARASAIL OPERATIONS

The intent of this guideline is to define the criteria for evaluating parasail operations and thereby reduce the possibility of marine casualty incidents involving injury/death to passengers and property damage. The numbers by each title refer to the reference numbers on the examination sheet.

1. The safety standards are defined as follows:

All vessels are required to have a valid decal or certificate of operation. This includes the Coast Guard safety seal for uninspected vessels or a certificate of inspection. If the vessel being examined does not have either of these, then the examiner may include such an inspection if qualified to do so. This inspections focuses on the general safety features of the vessel leaving the specific parasail equipment to the examination as follows. This includes the parasail winch, towline, leveler mechanism, yoke and chute.

For the initial parasail inspection the time frame for documentation is 2 months. For subsequent inspections the time frame for documentation is one year.

2. Manuals and instruction books

The operator must have any applicable maintenance manuals and instruction books if such are available. Some models of winches do not have this information. The towline supplier may only provide a data or specification sheet for this item. The primary manufacturer of the parasail chute does provide a bulletin. This information should be part of the operator's files.

3. Annual Equipment Inspection

The operator must show evidence of detailed service performed at least on an annual basis. This information can be in any form provided it clearly shows specific work of detailed inspection (as compared with daily routine inspections) and identifies the person responsible and the dates of inspections. The inspection criteria should be per manufacturers instructions or PAPO-OSAG. The information may be stored in the place of business or on board the vessel. This work should be performed by a person who has more than average experience with the parasail equipment components.

4. Equipment Put Into Service

The maintenance logs should identify when equipment components were put into service, repaired or taken out of service. Inspection criteria should be per manufacturers instructions or PAPO-OSAG

5, 6 & 7 Daily Operations logs

On a daily basis the operations logs must show that the captain of the vessel has performed the following inspections:

- The components for wear and possible mechanical problems. These should include the condition of the power take-off to the hydraulic pump, the hydraulic motor and braking device, the mechanical linkage from the hand control to the winch motor, any indications of corroded fittings and any hydraulic oil leakage in the bilge.
- Towlines: the logs must show that the current towline has been in service no longer than 365 days and that the bitter end of the line has been trimmed by one foot weekly. This is to ensure that the knot attaching it to the yoke of the chute has been untied and replaced by a new knot at a different location on the line.

8. Daily Weather Log

The vessel's logs must describe the wind and weather conditions for each morning and afternoon when engaged in parasail operations. No operations are to be conducted when the steady wind is above 20 mph, wind gusts above 25 mph, or that the visibility is reduced to ½ mile. Lightening strikes within 7 miles of the vessel is considered cause to terminate the operation.

9. Operations from Shore.

The vessels logs should indicate that the location of the parasail rides are in accordance with the following table when the winds are on-shore:

Wind Speed (mph)	Min. Distance offshore (feet)
0 – 5	600
5 – 10	1000
11 – 15	3 x towline length
16 – 20	4 x towline length

The log should give the captain's best estimate of distance of his chute to the nearest point of land or shore recognizing that with an on-shore wind, the chute will swing closer to shore than the vessel.

10 Towline Condition

The logs should show that the captain has made a daily inspection of the towline to observe any frays, flat spots and other evidence of wear. This item can be a comment in the daily logs and based upon his observations as the line is paid out or retrieved with riders on board

11. Parasail Storage

The method of storing the chutes can be varied and at the discretion of operator provided that they are covered such as in plastic storage boxes or “duffle bags”. They may be stored on board the vessel or may be in the office or a store room IF properly contained. The main concern is that the chutes are protected from damage when not in use. Unprotected stored chutes are not an acceptable practice.

12 & 13. Personnel Training

The operator must show that there is a training program for the captains and deckhands covering person overboard, response to loss of propulsion and loss of winch control, launching and recovery of riders aloft. In the absence of this, the operator may elect to adopt the PAPO-OSAG section on crew training.

14. Towline Specifications

The operator has the discretion to use any suitable line for towing the parachute. It must have a tensile strength of no less than 4800#. The method of attachment to the winch is at the discretion of the operator but the line must be secured to the winch by looping it around the spool in some manner and then tied back to itself with a knot. The total length shall be in accordance with local/state requirements for parasail towlines in the area where the vessel will be operating but in no case shall it be more than 1000’ for vessels operating off shore in open waters such as the Gulf of Mexico and 800’ for vessels operating in constricted area such as small bays, rivers or the inter coastal waterways.

15. Engine Compartment Inspection

Inspection of the engine compartment is to determine the care and attention of the operator to the parasail equipment components. The power take-off to the hydraulic pump should be in good condition, the winch drive has either an all hydraulic braking or a spring actuated disk brake which is held open by hydraulic pressure, the mechanical linkage between the hydraulic motor and the control lever at the console does not have excessive “play”, the towline leveler does not have excessive wear, the hose fittings are not corroded and there is no leakage of hydraulic fluid.

16. Radio

The vessel must have on board a VHF marine radio capable of communicating on channel 16 and receiving the weather channels. This radio may be attached at the console or hand held but in any case must be readily available for use in case of emergency.

17. Anchor

The vessel must be equipped with an anchor suitable for the seabed conditions of the area and with an adequate length of rode. It must be stored in such a manner to allow for rapid deployment